THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPADYESSO NAIK): (a) Yes Sir.

(b) and (c) This proposal has not been agreed to by this Ministry as Phuket Air is not presently designated by the Government of Thailand for operation of scheduled air services to India.

**Mumbai Airport as an international airline hub**

1962. SHRI SATISH PRADHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Central Government are seriously considering any proposal for the conversion of Mumbai airport into an international airline hub by treating it as a special economic zone besides creating new private airports on build, operate and transfer basis or build, own and operate basis;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) to (c) There is no proposal for conversion of Mumbai Airport into an international hub by treating it a Special Economic Zone. However, the State Government has plans to develop a Special Economic Zone in Navi Mumbai of which the proposed second International Airport at Navi Mumbai is stated to be an integral part.

**Special Purpose Vehicle for privatisation of Airports**

1963. SHRI R.P. GOENKA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that a revised proposal has been formulated recently to float a Special Purpose Vehicle, instead of outright leasing, for each of the four metropolitan airports for the privatisation programme;

(b) if so, the reasons for the revised formulation and the details thereof; and

(c) the brief assessment of the interest shown by international companies to participate in the privatisation programme during the road shows held at New Delhi and London recently?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) and (b) No decision has been taken to float a Special Purpose Vehicle for each of the four metro airports.

(c) The attendance at the Pre-lnvestment Meets of New Delhi and London were by invitation.The list of invitees included international airport operators, other international companies, international financial investors, Indian companies & financial institutions and international investment banks and advisory firms, 32 organisations attended the Delhi meet and 39 organisations attended London meet.

**Profit by Air India**

1964. SHRI NANA DESHMUKH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has crossed 70 years of its establishment and after a lapse of six years has registered a profit of Rs. 40 crore during the first six months of the current fiscal year;

(b) if so, what is the target fixed for the current as well as next financial year;

(c) whether Air India is one of the four airlines across the globe which is making profit after 11th September, 2001; and

(d) if so, what are the reasons for its disinvestment?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) Yes, Sir. As per provisional estimates, Air India has made a profit of Rs. 46.79 crores during the first half of the current financial year.

(b) The budget for the financial year 2002-03 has estimated **a** net profit of Rs. 24.50 crores.The revised estimates for the year 2002-03 and budget estimates for 2003-04 are still under compilation.

(c) Air India has turned around and is making a profit despite the event of September 11, 2001 and its effects.